

DEPARTMENT OF TRANSPORTATION

ESC/OE MS #43
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SACRAMENTO, CA 94274-0001



TDD (916) 654-4014

January 21, 1998

04-SF,Ala-80-7.8/8.9,0.0/1.1
04-043004

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in THE CITY AND COUNTY OF SAN FRANCISCO AND IN ALAMEDA COUNTY IN OAKLAND ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on January 28, 1998.

This addendum is being issued to revise the Project Plans, Notice to Contractors and Special Provisions and provide a copy of the Contractor's Inquiry Responses No. 1 dated January 21, 1998.

On Project Plan Sheet 74, Construction Note 2 is revised as follows:

"2. The maximum length of removal of existing batten plates shall not exceed 40 feet at any one time."

On Project Plan Sheet 74, the following sentence is added to Construction Note 3:

"The bracing at each 10-foot interval shall be equivalent to one existing batten plate secured to each leg by a minimum of 8 one-inch diameter ASTM A325 bolts."

A study of existing paint thicknesses on the West Spans of the Bay Bridge is available to the Contractor as part of the informational handout. The existing paint thicknesses on the East Spans of the Bay Bridge are expected to be similar to the West Spans of the Bay Bridge. The handout is available at the Department of Transportation, Toll Bridge Seismic Retrofit Program Duty Senior's Desk, 111 Grand Avenue, Oakland, California, (510) 286-5549.

In the Special Provisions, Section 5-1.38, "Sound Control Requirements" is revised as follows:

"5-1.38 SOUND CONTROL REQUIREMENTS

Sound control shall conform to the provisions in Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications and these special provisions.

The Contractor shall use sound absorbing materials at the point of generation of the noise, between the hours of 8:00 p.m. and 7:00 a.m., for all the work within the City and County of San Francisco. The sound absorbing materials shall be capable of attenuating a minimum of 15dbA at the noise source.

Said noise level requirement shall apply to all equipment on the job or related to the job, including but not limited to rivet removal, and paint removal operations. The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.08, "Electronic Mobile Daily Diary Computer System", the following paragraph is added:

"The equipment and software component must be in current operation for at least one year for a paying customer before bid opening. The paying customer must be external to the bidder's organization (not owned by the bidder and not owning the bidder) and, use of the equipment or software in current operation must substantially conform to these special provisions. In providing verification of compliance with this requirement, the bidder must provide the name and address of customer installations and the name and telephone number of a contact person for each installation."

In the Special Provisions, Section 10-1.18, "Existing Highway Facilities", the following paragraph is added after the first paragraph:

"All dimensions shown on the contract plans are approximate. Where "typical" details apply to members at various locations, dimensions of each member may vary."

In the Special Provisions, Section 10-1.18A, "Bridge Removal", the second subparagraph of the fourth paragraph is revised as follows:

"Rivets to be removed shall have their head chipped off and the shank driven, drilled, or cored out, as required. Care shall be taken not to enlarge rivet holes or to damage remaining material. Burning will not be permitted."

In the Special Provisions, Section 10-1.18A, "Bridge Removal", the fifth subparagraph of the fourth paragraph is revised as follows:

"At locations where rivet holes contain cracked, torn, or otherwise damaged material, the Contractor shall ream the hole and install an oversized bolt into the reamed hole. The following work will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications: a) The difference in cost between reaming the holes to 1/16-inch in diameter and reaming the holes to a larger diameter. b) The difference in cost between furnishing the specified bolt and furnishing an oversized bolt."

In the Special Provisions, Section 10-1.18A, "Bridge Removal", the following sentence is added to the fourth paragraph:

"Unless otherwise shown on the plans, the diameter of the existing rivet is either the same as the new bolt diameter or a diameter 1/8" less than the new bolt diameter."

In the Special Provisions, Section 10-1.30, "Steel Structures", subsection "General", the following paragraph is added after the second paragraph:

"Galvanized steel pipe sleeves and steel tube sleeves shall be Schedule 40 steel pipe conforming to the requirements of ASTM Designation: A53, Grade B."

In the Special Provisions, Section 10-1.31, "Clean and Paint Structural Steel", subsection "Cleaning", requirements No. 1 and 5 of the third paragraph are revised as follows:

- "(1) contact surfaces of high-strength bolted connections,
- (5) all areas within 4 inches of the centerline of rivets to be removed including inside surfaces of holes remaining after rivet removal (except inside surfaces of enclosed column cells)."

To Proposal and Contract book holders:

- INDICATE RECEIPT OF THIS ADDENDUM BY FILLING IN THE NUMBER OF THIS ADDENDUM IN THE SPACE PROVIDED ON THE SIGNATURE PAGE OF THE PROPOSAL.
- Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

- Inform subcontractors and suppliers as necessary.

This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it.

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

NICK YAMBAO, Chief
Plans, Specifications &
Estimates Branch
Office of Office Engineer

Attachment

CONTRACTOR'S INQUIRY RESPONSES NO. 1,

Contract No. 04-043004

JANUARY 21, 1998

A SITE TOUR IS SCHEDULED FOR JANUARY 20, 1998 AT 8:00 A.M. WEATHER PERMITTING TO ACCESS THE JOB SITE. PLEASE CONTACT THE TOLL BRIDGE SENIOR AT (510) 286-5549 FOR RESERVATIONS. HARD HATS, ORANGE VESTS, SAFETY GLASSES, AND BOOTS WILL BE REQUIRED FOR THE VISIT. FOR THOSE INTERESTED TO GO UNDER THE LOWER BRIDGE DECK, FULL BODY HARDNESS AND TWO LANYARDS WILL BE REQUIRED. MEETING PLACE WILL BE THE EMERYVILLE MARINA AT THE BOAT PUBLIC LUNCH OFF POWELL STREET IN EMERYVILLE.

CALTRANS TOLL BRIDGE RETROFIT PROGRAM ADDRESS

The Caltrans District 4 Office is located at 111 Grand Avenue, Oakland, Ca 94612. The mailing address is P.O. Box 23660, Oakland, Ca 94623-0660. The Toll Bridge Retrofit Duty Senior telephone number is (510) 286-5549, and the fax number for Contractor's inquiries submittals is (510) 286-4563

Would contract plan electronic files be available to contractor?

Contract plan electronic files will not be available to Contractors.

Coastwise trade determination for qualified barges.

"A non-coastwise qualified barge may be used as a moored stationary work platform within the territorial waters of the United States without violating the coastwise laws, provided that it transport neither passengers nor merchandise while under tow between coastwise points." Contractors have to get all the appropriate permits from the US Coast Guard.

Does the worker's compensation insurance for this project fall under the jurisdiction of the United States Longshore and Harbor Worker Act/or the Jones Act?

The Jones Act (46 U.S.C. & 13 et seq.) applies to seamen and shipping and does not relate to construction workers on the bridge. The Longshore and Harbor Workers' Compensation Act (33 U.S.C. & 901 et seq.) applies to employees engaged in maritime employment. A federal court decision of the Fourth Circuit Court of Appeals has held that a construction worker employment in building a bridge over navigable water, designed to benefit both traffic and navigation, is engaged in maritime employment under the Longshore and Harbor Workers' Compensation Act. (LeMelle v. B.F. Diamond Const. Co.)(1982) (674 Fed2.d 296). Under California law (Lab. Code & 3700), every employer is responsible for being insured against liability to pay workers' compensation. That responsibility is incorporated into the Department of Transportation's (Department) construction contracts under the provisions of the Standard Specifications Section 7-1.01(A)(6) that requires the construction contractor to certify compliance with Labor Code Section 3700.

Our fabricator tells us that Caltrans is not going to require that the welding be done in a AISC Catagory III shop, Is this true?

It needs to be done in a catagory III shop or follow the requirements spelled out for field welding in the welding quality control specification? Bid it according to the plans and specifications, not by what a sub says will be acceptable.

The contract drawings call for existing rivets to be replaced with H.S. bolts. The size of the bolt is specified but the size of the existing rivet is not. (See Plan Sheet 109 of 205). On Plan Sheet 155 of 205, a 1" OR a 7/8" rivet size is given but does not show the location of each rivet size. We need to know the existing rivet size in order to bid the job.

The size of the existing rivets is not known for some locations. Some more information can be provided for the rivet size at other locations. We will try to provide additional information on rivet size. However, bid it as you see it unless you see an addendum.

Refer to "Modify Water and Air Lines" of the Special Provisions. We assume this section includes only work on the Mechanical Plans. All other removal, reinstallation and/or reconstruction of miscellaneous facilities will be paid for as extra work per Special Provisions. Please confirm.

That is correct.

Refer to Plan Sheets 146 thru 151 of 205, "Seat Extender Details" : Please provide field splice locations and details for W12x53 catcher beams.

Field splices of the seat extenders are acceptable. The working drawings must show proposed field splices, if any, and proposed connections.

Please provide required information for galvanized steel pipe sleeves at tie rod assemblies (OD, ID, and material specifications) at the following Plan Sheets: 81/205, 87/205, 129/205, 133/205 and 167/205.

We will try to provide additional information on the pipe sleeves. Bid it as you see it unless you see an addendum.

Refer to Special Provisions Section 10-1.30, "Steel Structures": Tension control bolts are specified for use in all high-strength bolted connections. The maximum diameter available for TC bolts is 1 1/8". Bolts with diameters larger than 1 1/8" are required per contract drawings. Please advise.

Special Provisions Section 10-1.30, "Steel Structures" allows the use of bolts other than TC bolts.

Do the specified tension control bolts require hex heads or is the manufacturer's standard "button type" head design acceptable.

The Special Provisions do not require a specific bolt head type. Either bolt head type is acceptable.

Refer to Section 10-1.31 of the Special Provisions. Item 1 on page 99 requires a Red Primer. We suggest the Red Primer be changed to either the water borne zinc or a moisture cured urethane/zinc. Both allow faster drying times (urethane is the best) than the Red Primer which would facilitate steel removal and erection schedules. Compatibility with specified topcoats is not a problem.

The Special Provisions require the Red Primer for its adhesion characteristics, fast drying time and compatibility with the existing paint systems. The proposed systems would not meet all of the above requirements and therefore are not acceptable.

Refer to Section 10-1.31 of the Special Provisions, paragraph 3, page 70. These specifications instruct the contractor to clean all existing contact surfaces to a Commercial Blast per Section 59-2.03 of the Standard Specifications. We would suggest that existing surfaces be cleaned by either (1) high pressure water blasting to remove existing paint to a smooth even surface and/or (2) by vacuum shrouded power tool to accomplish the same results as Item (1) above. These two systems would need the urethane / zinc coating system listed above because not all paints would be removed thus not allowing the water borne zinc to adhere. These methods allow the contractor real cost saving procedures again to save erection time. Since the connections are bearing type, all paints do not have to be removed. Savings= \$1million (approx).

High pressure water blasting and vacuum shrouded power tool are not acceptable methods of paint removal. The metal surface requires an angular profile for proper paint adhesion that cannot be attained with the above methods and therefore are not acceptable methods of paint removal for this contract.

We have received your Addendum No. 1 for the above referenced contract. Section 5-1.40 "Loads on Existing Structures", second to last page, states that "anchoring to the bottom of the Bay will not be permitted". This statement is inconsistent with standard practices when working with derricks or barges in San Francisco Bay. If you do not intend to allow floating equipment to use anchors, then you should state that mooring to the existing structure will be allowed. If you do not allow either option then how is the contractor expected to hold a derrick or barge sufficiently a stationary to perform any work?

Addendum No. 1, Section 5-1.40 "Loads on Existing Structures", will allow mooring to existing structures subject to approval from the Engineer.